

25X1A

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SUPPLEMENT TO
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25X1A * [REDACTED] Comment. Several changes are apparent compared with a previous list as of
25X1A 30 April 1950. [REDACTED] Some of these changes are:

3. The total of locomotives owned and operated by the State Railroads has dropped by one unit, which may be attributed to the cannibalizing of a heavily damaged locomotive. The park of operational locomotives has increased by 22 which is probably due to repair work on heavily damaged locomotives. The number of serviceable locomotives decreased but the number of those being repaired increased. This shows a deterioration in the maintenance status of locomotives.

b. There was no change in the number of column locomotives but the number of serviceable locomotives in this category rose by 10. Column locomotives have priority for repair.

c. The number of foreign-owned locomotives decreased by five which is probably due to a return of these engines to their owner countries, i.e. Poland or Hungary.

d. The number of small locomotives dropped by 16. They were probably beyond repair and were struck off the records.

e. The number of narrow-gauge locomotives increased by five which is probably due to new production.

1 Annex: Stocks of Locomotives in the Soviet Zone of Germany (List)

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Stocks of Locomotives in the Soviet Zone of Germany
 (Steam Engines)
 Status: 30 June 1950.

Type of locomotives	serviceable	under repair on day of count in a Bw**in a RAW***	scheduled for repair in a RAW***	Total of operational locomotives	Stocks of damaged locomotives	Total of locomotives	Remarks
Locomotives of the German Railroads	3326	435	554	349	4664	1057	5721
column locomotives *	328	31	17	-	376	-	376
Foreign locomotives *	56	9	3	5	53	1064	1117
Small locomotives *	225	51	107	51	434	37	471
Narrow gauge locomotives *	142	33	21	7	203	10	213

Note:

* Nomenclature see

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** Bw - Bahnbetriebswerk (minor repair shop)

*** RAW - Reichsbahnreparaturwerk (major repair shop)

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